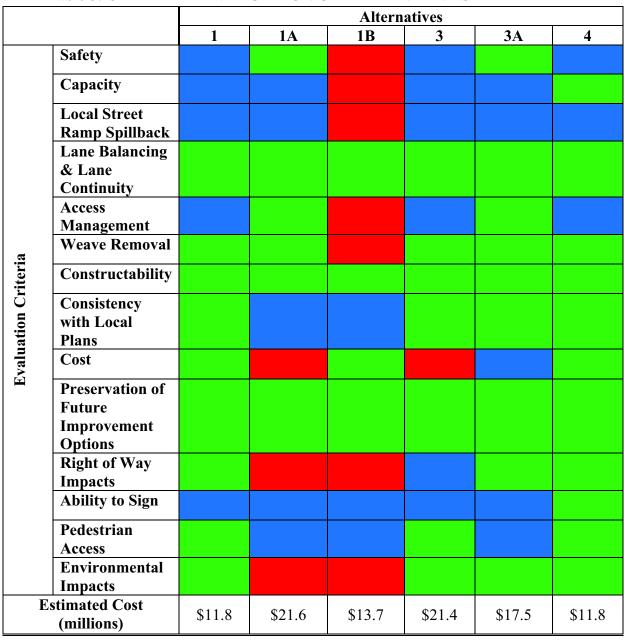


Table 5.25 summarizes the evaluation criteria, the "shortlisted" alternatives and the rating they received for each of the evaluation criteria.

Table 5.25EVALUATION OF ALTERNATIVES





5.4 Evaluation Analysis of Alternatives

Based on the above criteria each alternative was analyzed with specific interest on their strengths and weaknesses. Table 5.26 is a summary of the analysis of alternatives.

Table 5.26 ANALYSIS OF ALTERNATIVES	
Alternative	Explanation
1 – ConflictManagement	The alternative improves the safety and capacity in the corridor and reduces the number of conflict points through access management. An
	additional signal between the 150B off ramp and the intersection
	channelizes the movements across Route 11 between the two truck facilities. This includes mid-block pedestrian movements. One major
	concern is the potential back-up on Route 11 NB due to the poor
	circulation and limited access into the Pilot Station. The costs and
	right of way impacts for this alternative are average. The exception to this is the overall impact to the Pilot Station site with the lack of
	flexibility to reconfigure the site to accommodate one way truck movements.
1A – Access	The alternative improves the safety and capacity in the corridor and
Management	has the greatest reduction of conflict points through access management. Based on a review of the vehicle types, number of
	conflict points, and reduction of capacity due to slow movements in
	the corridor between the 150B off ramp and the intersection the
	entrances in this area were closed with the exception of the Hardees right in/right out entrance. The costs and right of way impacts are high
	for this alternative due to the property impacts along Route 11.
1B – Truck	The alternative provides limited safety improvements and improves
Stop	capacity in the corridor. Conflict points are eliminated due to the
Acquisition	purchase of the major truck facilities on both sides of Route 11. No other safety improvements are provided with this alternative. The
	costs are relatively low for this alternative; however the right of way impacts are high.
3 – Loop Road	The alternative improves the safety and capacity in the corridor and
	reduces the number of conflict points through access management. An
	additional signal between the 150B off ramp and the intersection channelizes the movements across Route 11 between the two truck
	facilities. This includes mid-block pedestrian movements. A loop

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road from Route 220A to Route 11 has been incorporated to reduce volumes through the Route 11/220/220A intersection headed northbound on I-81 and Route 11. One major concern is the potential back-up on Route 11 NB due to the poor circulation and limited access into the Pilot Station. The costs and right of way impacts for this alternative are high. This includes the overall impact to the Pilot Station site with the lack of flexibility to reconfigure the site to accommodate one way truck movements. The loop road was not considered a significant right of way impact to the large tracts it passes through as it opens access to the remaining acreage for development.

3A – Loop Road and Route 11 Median The alternative improves the safety in the corridor and has a high reduction of conflict points through access management. A loop road from Route 220A to Route 11 has been incorporated to reduce volumes through the Route 11/220/220A intersection headed northbound on I-81 and Route 11. Right in and right out movements are allowed along Route 11. The loop road allows for full vehicular access to both directions of the interstate. The costs and right of way impacts are high for this alternative. The loop road was not considered a significant right of way impact to the large tracts it passes through as it opens access to the remaining acreage for development.

4 – Removal of I-81 NB On-Ramp The alternative improves the safety and capacity in the corridor and reduces the number of conflict points through access management. An additional signal between the 150B off ramp and the intersection channelizes the movements across Route 11 between the two truck facilities. This includes mid-block pedestrian movements. This alternative provides the greatest capacity due to the closure of the existing I-81 NB on ramp. By closing the existing ramp fewer vehicles will travel through the Route 11,220,22A intersection. This ramp will not be demolished due to the potential use for maintenance of traffic for future interstate widening. One major concern is the potential back-up on Route 11 NB due to the poor circulation and limited access into the Pilot Station. The costs and right of way impacts for this alternative are average. The exception to this is the overall impact to the Pilot Station site with the lack of flexibility to reconfigure the site to accommodate one way truck movements. A feature common to all alternatives and not addressed in the analyses is the closing of entrances to the properties west of and adjacent to Route 220 between Route 11 and Exit 150A. These properties likely will be

provided access further to the south along Route 11.

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